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LAUNCH OF THE STEEL STEAMER CORSICA.

At the yard of the Globe Iron Works Co. the fourth steel steamer of the season at that yard was launched at 3 o'clock to-day. The event, which was not marred by any accident and was witnessed by thousands of people interested in affairs maritime. The grand vessel, a masterpiece of naval architecture, took her way quietly into the old river bed and was greeted with the usual welcome from innumerable tugs by the screeching whistles, and even by the locomotives on the tracks of the railroads bordering the yard on the north. All available places were occupied by an interested audience. The hillsides where the peaceful cows are wont to graze were covered by ladies and children intent on the birth of this new factor in the commerce of the lakes, the CORSICA. 'Tis a historic name, but it does not end with "ia" as our daily contemporaries would have us believe, in order to make their readers think that they had gained some "too previous" pointers. The launches at the Globe Shipbuilding yard, may it be understood, always occur on time under the direction of Superintendent Smith, and those who desire to be present but who allow t emselves a latitude of half an hour are always disappointed.

The steamer CORSICA, built for the Mutual Transportation Co., Captain George P. McKay, manager, is one of the best modeled and built boats on the lakes, and with the exception of the Owego, not yet in service, the largest. The success that the steamer Cambria, Captain Wm. Cummings; Engineer H. F. McGinniss, has attained, has induced the Cleveland Transit Co. to offer for sale all of the vessels belonging to that line with the purpose of putting afloat, under the name of the Mutual Transit Co., as many steel steamers as can be built by the Globe Co. next season.

The CORSICA is a steamer of beautiful model, with a finer stern than the Cambria. She is 312 feet over all, 292 feet keel, 40 feet beam, 24 feet depth, with carrying capacity of 2,800 tons.

In almost every respect the CORSICA is a duplicate of the Cambria. She will, however, carry four spars for hoisting purposes, and the house for the crew will be on deck. The new steamboat has not yet received her machinery and boilers, but as she does not intend to go into commission this season everything will be put up in the best manner. Her iron boiler house will be built by Mr. Smith at the Globe Iron Works Co.'s yard. The plumbing and fitting have not yet been contracted for.

She has a Providence steam windlass and capstan aft, from the American Ship Windlass Co., and Globe steam steerer, although Messrs. Grover & Son will furnish the outfit. The carpenter and joiner work and cabins have been done by Mr. Parker in his usual workmanlike manner.

The machinery is triple expansion, the high pressure cylinder being 24 inches, the intermediate pressure 38 inches and the low pressure 61 inches, with a stroke of 42 inches, showing an indicated horse power of 1,200.

The two boilers are each 12½ feet long and 14 feet diameter, allowed 160 pounds of steam. Engines and boilers built by the Globe Iron Works Co.

The wheel is 14 feet in diameter and 16 feet pitch.

TRAVERSE CITY.

Hannah, Lay & Co. have secured the steamer Ossifrage to take the place of the steamer City of Grand Rapids between Traverse City and Mackinaw, commencing Monday next. The City of Grand Rapids was disabled, and has gone into winter quarters.

TWO HARBORS.

The schooners Mystic has arrived safely in port at Two Harbors. Great anxiety was felt on her account, as she was not heard from for two weeks.

AROUND THE LAKES.

CLEVELAND.

Messrs. Grover & Son, have made a new set of mizzen rigging for the Fred Kelley.

Marine insurance people think the vessel which went down off Thunder Bay was the schooner Venus. But this is simply a guess.

The new steamer, for the Lehigh Valley line, is all in frame, the main deck beams and all keelsons are in and amidship plating all on.

The propeller Spokane is credited with a quick round trip, six days and six hours, Cleveland to Two Harbors and back to Ashtabula Harbor.

At Radcliffe's new yard the keel is laid for Mr. Bradley's new steamer and at the old yard the new steamer for Mr. Minch, will all be in frame this week.

The keel is ready and the frames bent at the Globe yard, for the first boat for Mr. J. J. Hill, of Minneapolis, director of the M. & M. railroad company.

Captain Charles DeOtt, who sailed the big schooner David Dows, this season, has retired and that Captain Chilson, has been appointed to the command.

The lake shipments of iron ore up to and including October 5, were 3,641,428, tons or 842,599 tons more than had been shipped at the same stage in the season last year.

The steamer Aurora, was in port yesterday with 1927 tons of ore. Captain Mack and Engineer Thomas have demonstrated that the Aurora is a success as a carrier and that her machinery is perfect.

Mr. W. C. Williamson, representing the firm of Williamson Bros., of Philadelphia, was in the city last Friday. Mr. Williamson has taken a number of orders for their steam steering and hoisting engines for lake boats this season.

The Cleveland dailies, in order to induce people to believe that they know much, said that the name of the steamer Corsica, launched to-day ends with "ia." If they had said the name ends with "a" it would have been a good guess.

A sailor named Eugene Flanagan was killed by C., C., C. & I. railway engine No. 166, Friday. The locomotive was backing to the Union depot and after it passed the Nypano station, Policeman Anthony found a hat lying on the track. He followed the engine at Front street found a coat. When the engine stopped at the Union depot Flanagan's body was discovered wedged in between the brakes and ash-pan. The remains were taken to the morgue. The body was not mutilated and death was caused by a fracture of the skull. Flanagan was thirty years old, and his home was in Troy, N. Y. He boarded at No. 164 River street, and was preparing to go to Sandusky.

Vessels chartered yesterday were schooner Anna M. Peterson, coal, Ashtabula to Chicago, $1.25; schooner Typo, coal, Cleveland to Chicago, $1.10: schooner Alva Bradley, ore, Marquette to Ohio ports, $2.20; schooner J. E. Gilmore, coal, Lorain to St. Ignace, $1; steamer Jesse H. Farwell and consort, J. H. Rutter, ore, Ashland to Ohio ports, on private terms; steamer R. R. Rhodes, ore, Ashland to Ashtabula, $2.75; steamer Clinton and consort Grimsby, coal, Cleveland to Port Arthur, 90c; schooner Joseph Paige, wheat, Sandusky to Buffalo, 2¾c; steamer George T. Hope, coal, Sandusky to Duluth, 85c; barges R. J. Gibbs and Fostoria, coal, Cleveland to Saginaw City, 70c.

Quite a number of people witnessed the end launch of the barge Margaret Olwill at Roots yard, near the water works. The Margaret Olwill is the companion steamer of the Joseph P. Farnan, launched from the same yard and for the same owners about two months ago. The main difference between the two is that this last vessel is thirty feet longer. Dimensions of the Olwill are as follows: 188 feet over all, 176 feet keel; 35 feet beam, and 11 feet hold. Her estimated carrying capacity is 1,000 tons. She will probably assist in building the east arm of the breakwater this fall. It is calculated that she will carry the above amounts on a ten foot draft. Her draft was five and a half feet aft and two and a half feet forward. Her boiler and engine are those recently used in the tug Patrick Henry. She is owned by Messrs. L. P. & J. A. Smith and cost is estimated at $45,000.

The steamer Bulgaria, owned by Mr. Corrigan, was in port yesterday. She is a grand looking steamer and it is safe to say one of the best built on the lakes.

Mr. Radcliffe has purchased of Mr. Corrigan the saw mills and machinery recently used by Messrs. Murphy and Miller and it is believed that a keel will soon be laid for Mr. Corrigan in a short time.

At the Cleveland drydock, the Cambria, was in for examination of bottom caused by striking rocks near Ashtabula Harbor; the damage did not detain the grayhound long. The schooner Shawnee, was in dock to have a leak stopped; and the Colonial, to have butts calked.

The steel propeller Cambra went into drydock Saturday night to have her bottom examined. She struck rocks at Ashtabula. No serious trouble was found and she got away Monday.

The body of Captain George Lloyd of the schooner Niagara, was found on the beach near the scene of the wreck some weeks since and taken to Ashland were he was buried. The body was identified by the mate of the schooner D. P. Rhodes and by one of the ore trimmers at that port by marks of square and compasses pricked into the arm, and by the clothing.

The generosity of the owners of the last schooner Niagara is worthy of emulation in these days of disaster on the lakes. About a week ago Messrs. James Corrigan and John Huntington headed a subscription paper for $200 each for the widow of Captain Clement and Mr. John Corrigan added $100. The list now bears a total of $800. This and what has been taken up at Ashtabula by J. P. Deveny will swell the sum to about $1.300. Mrs. Clement was left destitute with five small children.

Meteorological summary for the week ending October 19:

Mean barometer	30.11
Mean temperature	51.1
Mean humidity	62.1
Total precipitation, inch	.08
Prevailing direction of wind	Northerly
Total wind movement	1500
Av. cloudiness	4 9
Av. state of weather	Fair
Max. temperature, highest	59 9
Min temperature, lowest	43 3

WILLIAM LINE, Sergt. Signal Corps, U. S. A.

Mr. D. B. Ramsey, the well known marine engineer, who for several years has been employed on shore in Chicago, has just been appointed by the mayor of that city, chief engineer of the city hall, an appointment, that must surely meet the approval of every man who desires to see a good man placed in position, such as Mr. Ramsey has been placed in. Mr. Ramsey is a Cleveland boy, having served his time here, and from which port he sailed many years, but he has been away from here so long, that some of the younger engineers may fail to recognize the name.

The survey on the schooner Reuben Doud, conducted by Captain George P. McKay, and C. E. Benham for the insurance companies and J. M. Jones, for the owner, found damages amounting to about $3,500. The items necessary to repair her are some new plank in her bottom, thorough recalking on outside and about her center board box, new rods along the side of the latter, refastening with three-fourth inch iron, new stanchions, new bulwarks, new rail, new main boom, new fore and main sails and three jibs, etc.

The keel for the first new boat to be built at the Globe Iron Works Co., for Mr. Hill, of the St. Paul, Minneapolis & Manitoba railroad companyis ready to lay in their new yard and it is said that each of the new boats will cost $220,000. The dimensions will be 292 feet over all, 40 feet beam and 24 feet depth. They will have triple expansion engines, 24, 38 and 61 by 42 inches stroke. The steam will be furnished by boilers allowed 160 pounds pressure.

MILWAUKEE.

The T. H. Palmer went into drydock Monday, the diver having found her rudder unshipped and her shoe bent. Her cargo was being lightered.

The steambarge Mary Groh, which arrived Saturday, was in collision with an unknown vessel on the lake. The Groh was little damaged.

John Pritzlaff, the consignee of the cargo of grindstones on the schooner Venus, supposed to have been lost with all hands, says the last advices he had was that the schooner left Grindstone City on October 2 for this port.

A Milwaukee paper says: "The new steamer Frank L. Vance, of the Milwaukee Steamship Co.'s fleet, arrived here Monday, and discharged her coal at Benjamin's lower yard. She has less sheer and a handsomer stern than the steamer W. M. Egan, and looks what her owners intended her to be, every inch a business craft. The arrangement and outfit of the upper works are first-class throughout.

Three times last week after leaving her dock the steamer Susquhanna grounded in the river, and the last time was abandoned for the night. A line was stretched from the boat to the dock before daylight next morning. As Jaxon was going down the river the line raked off her pilot house, and Captain Reardon was obliged to jump into the river to save his life. Three tugs worked all day in attempting to release the Susquehanna, but it was not until the propellers Clarion and Conestoga got lines from her, that she was released.

Captain Sullivan telegraphed from Buffalo that the Veronica was short 490 bushels on her Milwaukee wheat cargo.

Captain Tuttle has gone to examine the schooner Riverside, ashore on Pilot Island, for the insurance companies.

The propeller Wilson and barges, which were seized here two weeks ago, were bonded Wednesday and got away for Escanaba. They are to be returned to the custody of the sheriff by the close of navigation.

The Milwaukee shipyard company is to build a steamboat with a capacity for 350,000 feet of lumber for the syndicate owning the new propeller Omaha.

ERIE.

The three masted schooner Manzanilla, went down near Portland about dusk, Friday, two miles from shore. Captain George O'Brien, who was left alive aboard the schooner by his crew, was on the vessel when she sank. He got clear of her, and getting hold of a piece of wreck, floated about until some Westfield fishermen manned a boat, and in the face of almost certain destruction, went to the captain's rescue. They picked him up after two hours hard work. The brave fishermen took the shipwrecked master to Dunkirk where he was kindly cared for. The Manzanilla was built by Joseph Schickluna, of St. Catharines, and was owned by John L. Murphy, timber merchant, of Quebec, and R. Williamson, of Toronto. The crew were all saved. The vessel was valued at $7,000 and insured in the Western insurance company for $4,000.

SOUTH HAVEN.

Two bodies, supposed to have come from the wrecked schooner City of Green Bay, were found on the beach twelve miles north of here. One, from papers found in the clothing, is supposed to be William Schemmelpfenning, of Chicago. He had served in the German army, and a certificate showed that he shipped as a seaman in 1886, making a voyage from Bremen to Belfast, and from there to Singapore. Among the papers was an international money order in favor of Captain August Schemmelpfenning, of Bremen. On the other body was found a silver watch and gold chain, but no papers by which it could be identified.

MARITIME LAW.

Prepared for the MARINE RECORD by Hershell Whittaker, U. S. Commissioner, Detroit.

THE CRIMINAL JURISDICTION OF THE FEDERAL COURTS DOES NOT EXTEND TO THE GREAT LAKES AND THEIR CONNECTING WATERS.

District Court of the United States, for the Eastern District of Michigan.

The federal courts of Michigan have no jurisdiction of a felonious assault committed upon an American vessel in the Detroit river.

The words "upon the high seas or in any arm of the sea, or in any river, haven, creek, basin or bay within the admiralty jurisdiction of the United States and out of the jurisdiction of any particular state, used in Sec. 5346, R. S. are limited to the high seas and to the waters connected immediately with them.

Under the power to regulate commerce, congress may provide for the maintenance of good order and discipline, and the punishment, of offenses committed upon American vessels in whatever waters they may happen to be.

Hearing upon writ of habeas corpus.

Petitioner was charged before a United States commissioner with having committed an assault with intent to rob, upon one James Downs, on board the steamer Alaska, an American vessel, then navigating the Detroit river. Petitioner was examined and committed in default of bail to await the action of the grand jury. He thereupon petitioned for a writ of habeas corpus, upon the ground that the commissioner had no jurisdiction of the offense.

Messrs. James J. Brown and B. T. Prentis, for the petitioner.

Mr. Charles T. Wilkins, assistant, district attorney, for the U. S.

Brown, J.

Practically the only question in this case is that of jurisdiction. This question has been suggested before in several cases, but has never been squarely presented for adjudication in this court. The increasing frequency of crimes of this description, particularly upon excursion steamers, the inability of the state courts to deal with them and the fact, that seven other persons are now in custody or on bail for participation in this same assault demand that it should be carefully considered and definitely settled.

Jurisdiction in this case is dependent upon R. S. Sec. 5346, which provides that "Every person who upon the high seas or in any arm of the sea, or in any river, haven, creek, basin, or bay, within the admiralty jurisdiction of the United States and out of the jurisdiction of any particular state, on board any vessel belonging in whole or in part to the United States or any citizen thereof, with a dangerous weapon, or with intent to perpetrate any felony, commits an assault on another shall be punished, etc." With respect to the locality of the offense the same language is used in numerous other sections of this chapter, although in a few, jurisdiction is limited to the high seas alone. Upon the other hand, some of the more recent statutes apply to offenses committed upon any American vessel wherever she may be. It will be observed that the language of Sec. 5346 explicitly limits the jurisdiction so far as the waters are concerned, in two particulars:

1. They must be within the admiralty jurisdiction of the United States.
2. They must be out of the jurisdiction of any particular state,

With respect to the first of these, there is no doubt that the great lakes and their connecting waters are within the admiralty jurisdiction of the United States, and by this we understand the civil admiralty jurisdiction. This was settled in the case of the Genessee Chief, 12 How., 449, and the Eagle, 8 Wall., 15, and must now be considered as beyond controversy.

The exclusion of waters within the jurisdiction of any particular state, by which is meant any state in the Union (U. S. vs. Pirates, 5th Wheat, 184) clearly limits our authority to crimes committed upon the Canadian side of the boundary line. By the act of June 15th, 1836, providing for the admission of Michigan into the Union, and by a subsequent act by which she actually became a state, the state of Michigan extends to the boundary line between Great Britain and the United States, along the whole length of the Detroit and St. Clair rivers, and as the jurisdiction of the state is co-extensive with her territory and with her legislative power, (U. S. vs. Bevans, 3 Wheat., 336,) the state courts have, under this section exclusive jurisdiction of all offenses committed upon this side of the middle of the channel. But as the assault in this case is charged to have been committed upon the Canadian side of the boundary line, this limitation has no effect upon our jurisdiction of this particular offense.

We are then led to consider whether any portion of the great lakes and their connecting waters is included within the words "high seas or river, haven, creek, basin or bay within the admiralty jurisdiction of the United States." That the lakes are not "high seas" is too clear for argument. These words have been employed from time immemorial to designate the ocean below low water mark, and have rarely, if ever, been applied to interior or land locked waters of any description. U. S. Wilburger, 5 Wheat., 76. U. S. vs. Wilson, 3 Blatch., 435. U. S. vs. Robinson, 4 Mas., 307. Indeed there is an express adjudication of this court to the effect that Lake Erie is no part of the high seas, in Henry Miller's case, 1 Brown's Adm., 156,, Miller was convicted of willfully procuring the setting on fire of the passenger steamer Morning Star, plying between Detroit and Cleveland upon Lake Erie. The indictment was framed under the act of July 29th 1850, punishing this offense when committed on the high seas. On motion in arrest of judgment, Judge Wilkins held that while it was within the constitutional competency of congress to define and punish this offense when committed upon other waters than the high seas, it had not done so, and the court could not take jurisdiction without an amendment to the act. The evidence in this case exhibited a state of facts frightful to contemplate, and yet the learned judge felt compelled to grant the motion in arrest, and discharge the prisoner.

If, then, our jurisdiction in this case can be supported at all it must be upon the theory that the great lakes and their connecting waters are "rivers, havens, creeks, basins or bays" within the meaning of the act. So far as the state courts are concerned this question was settled adversely to our jurisdiction in the case of the People vs. Tyler, 7 Mich., 161, decided in 1859 by the supreme court, of this state. The facts were that Tyler, a deputy marshal of this court, in endeavoring to arrest an American vessel lying in the St. Clair river upon the Canadian side of the boundary line, shot the master, who was taken to Port Huron in this state and died there. Tyler was subsequently indicted and convicted in this court of man slaughter under the act of 1857, which uses the same language with respect to jurisdiction as is contained in the section of the Revised Statutes under consideration in this case. The question of jurisdiction was not raised, and Tyler was sentenced to thirty days imprisonment. At the expiration of his term he was indicted in the state court for murder, and pleaded his former conviction in bar. The case was argued and considered at great length and with great ability, and the plea was held to be bad upon the ground that this court had no jurisdiction to try him. The opinion was unanimous, but different grounds were assigned by the judges for their conclusion. In the opinion of the chief justice, in a note to page 162 the words "within the admiralty jurisdiction of the United States," contained in the act of 1857 had no connection with the words in the constitution, empowering the federal courts to take cognizance of "all cases of admiralty and maritime jurisdiction," but must be read in connection with, and therefore controlled and limited by the power of congress in Article I Section 8 "to define and punish piracies and felonies committed upon the high seas, and offenses against the law of nations," and therefore they applied only to offenses committed upon the high seas. He then argued what is perfectly obvious that the lakes and their connecting waters are no part of the high seas. While he may have been correct in his view that the admiralty and maritime jurisdiction conferred by the constitution is exclusively a civil jurisdiction, although the authorities are not altogether harmonious, I am by no means satisfied with his further conclusion that these words when used in the Crimes Act should be limited by the words quoted from Article one Section 8; or, in other words, that the power of congress to punish offenses upon navigable waters is limited to piracies and felonies committed upon the high seas, and offenses against the law of nations. I apprehend that under the power "to regulate commerce with foreign nations and among the several states," congress has undoubtedly authority to protect the lives, persons and property of passengers, crew and shippers and all others connected with such navigation by penal laws. If this be not so, then the words "river, creek, basin or bay" used in the act are superfluous and of no effect, and the cases in which the federal courts have taken cognizance of crimes committed in foreign and domestic waters were wrongly decided. U. S. vs. Ross, 1 Gall, 624, U. S. vs. Keefe, 3 Mason., 475 U. S. vs. Hamilton, 1 Mason, 443. U. S. vs. Stevens, 4. Wash., 547 U. S. vs. Bennett, 3 Hughes, 466. U. S. vs. Seagrist, 4 Blatch., 420.

But we are not left to conjecture upon this point. In the case of the United States vs. Coombs, 12 Pet. it was held that under this grant of power to regulate commerce, congress had constitutional authority to punish the theft of goods belonging to a vessel in distress, though such thefts were committed upon the shore above high water mark. In discussing this power Mr. Justice Story observed, "It does not stop at the mere boundary line of a state, nor is it confined to acts done on the water or in the necessary course of the navigation thereof. It extends to such acts done on land, which interfere with, obstruct or prevent the due exercise of the power to regulate commerce and navigation with foreign nations, and among the states. Any offense which thus interferes with, obstructs or prevents such commerce and navigation though done on land, may be punished by congress under its general authority to make all laws necessary and proper to execute their delegated constitutional powers. We do not hesitate, therefore, to say, that in our judgment, the present section is properly within the constitutional authority of congress to enact; although the offense provided for may have been committed on land, and above high water mark."

See. also U. S. vs. Holladay, 3 Wall., 407. U. S. vs. Cole, 5 McLean, 513.

If the crime be committed while the vessel is lying in a port or harbor, foreign or domestic, there is also a concurrent jurisdiction on the part of the local authorities. Wildenhus' case, 120 U. S. 1.

The provision with respect to piracies and felonies upon the high seas was probably intended to apply to a different class of cases, viz.; to crimes committed upon foreign as well as domestic vessels, which are offenses against the law of nations and punishable wherever the offender is found.

In the opinion of Mr. Justice Campbell, the words of the statute should not be extended to cover an assault committed in a foreign country unless made by one of a ship's company or passengers upon another of the inhabitants of the ship. He also held that there was no construction of the act which under any theory of jurisdiction, could extend it to offenses committed on the lakes for they come within none of the terms used, and it would be a very forced construction which would apply the statute to their connecting waters. In the opinion of Mr. Justice Christiancy the terms "within the admiralty jurisdiction of the United States" used in this act as descriptive of the place, must, I think, be understood to be confined to those localities where that jurisdiction is complete; where the United States have the right to exercise that jurisdiction by enforcing, upon their own vessels and citizens at least the observance of their laws; to places where they have the right to send their executive officers to enforce the laws, to prevent the commission of offenses, to seize the vessels and arrest the persons offending." He concurred with Justice Campbell in holding that it could not be supposed that "congress intended to extend the operation of any of these acts to the rivers or the connecting waters between the great lakes, and yet to exclude from their operation the lakes themselves. If they intended to exclude one and include the others, every consideration would have induced them to include the lakes and exclude the rivers; as the lakes were vastly the more important in extent and in commerce, and bear much stronger resemblance to the ocean." He also criticised the opinion of the supreme court in the Genessee Chief and combated with great force of reasoning the view of Chief Justice Taney, that the lakes and navigable rivers of the United States were within the scope of the admiralty and maritime jurisdiction, as known and understood in the United States when the constitution was adopted. Mr. Justice Manning went still further, and held that the act of congress of 1845 extending the admiralty jurisdiction over the lakes was unconstitutional and void, and devoted most of his opinion to a criticism of the case of the Genessee Chief.

While I am unable to concur in much of the reasoning of the supreme court in the Tyler case, I have reached, practically, the same conclusion with regard to the construction of the statute. I have no doubt of the constitutional power of congress to legislate with respect to all crimes committed upon an American vessel while navigating the lakes and their connecting waters, or any portion of them, nor, under proper acts, of our authority, to take jurisdiction of offenses committed in Canadian waters by one of a ship's crew or passengers upon another person lawfully upon the vessel. Indeed, I understand the opinion of Mr. Justice Campbell to have been largely, though not wholly influenced by the fact that Tyler had no connection with the vessel, and was, in fact, a trespasser from the moment he set foot upon it. In order to get at the real signification of the words "river, haven, creek, basin, or bay," used in the Revised Statutes, it is instructive to recur to the original acts from which these sections were taken. This course was declared to be proper in the construction of the Revised Statutes in case of doubt in U. S. vs. Bowen, 100 U. S., 508, 513. These words were originally used in the 8th section of the Crimes Act of 1790, defining and punishing piracies, felonies, and revolts, although the words "within the admiralty jurisdiction of the United States" are not found there. At this time the lakes were far beyond the bounds of civilization. They possessed little if any commerce, except such as was carried on by fur traders and others dealing with the Indians in bateaux and canoes, and were clearly not within the contemplation of congress in the enactment of the act. In 1825 a new act was passed which was subsequently incorporated into this section, in which the words of locality used were "upon the high seas or in any arm of the sea, or in any river, haven, creek, basin or bay within the admiralty jurisdiction of the United States, and out of the jurisdiction of any particular state." These words, which were also used in several other sections of the same act, were evidently copied from the act of 1790 with the addition of the words "any arm of the sea," and "within the admiralty jurisdiction of the United States," (an alteration in fact immaterial) and should receive the same construction. The Abbotsford, 98 U. S., 440. This section was literally copied in the Revised Statutes, and nothing was added to it showing any intention on the part of congress to extend its application to waters not included within the acts of 1790 and 1825. Now it seems incredible that if congress had designed to extend the act of 1790 to the Great Lakes, a series of waters entirely separate, distinct, and distant from the high seas and their connections, it should at least have inserted the word "lakes" or have used still more explicit language to designate these interior waters. The words "haven, creek, basin, or bay, within the admiralty jurisdiction of the United States and out of the jurisdiction of any particular state," following the words "high seas" seem to me very clearly to be such as are connected immediately with the high seas, and to be much the same as the words "arm of the sea" in the same section. While the word "river" may properly be used to designate the straits which connect Lake Huron and Lake Erie, it would be little short of absurd to impute to congress the intent to give criminal jurisdiction to those rivers, and not to the lakes from and into which they flow. It is equally improbable that jurisdiction should be given of crimes committed upon one side of the boundary line and not upon the other, when both are within the competence of the legislative body.

The truth is, an act of congress is greatly needed to extend our jurisdiction to crimes committed upon American vessels navigating the lakes and their connecting waters. A vessel, bound from Buffalo to Chicago, touching at Cleveland passes through the waters of six states besides those of the province of Ontario, and in her transit through the Detroit and St. Clair rivers is crossing and recrossing the boundary line almost every hour. While it may be entirely clear that a crime has been committed during the voyage, it may be utterly impossible, as it was in Miller's case, above cited, to locate the time or place, and the offense goes unpunished because there is no court having general jurisdiction of the voyage and of the vessel. If the ship be American and bound from one American port to another, as in this case, the Canadian courts can not be expected to take cognizance of crimes which, though nominally committed in Canadian waters, do not, in fact, disturb the peace and dignity of Her Majesty's subjects. However flagrant these crimes may be, they do not concern the people of Canada, and ought to be punished by the courts of the country in which the vessel is owned. That an American vessel is in reality a floating parcel of American soil is a maxim of all writers upon the law of nations, (I Bish. Crim. Law, Sec. 579), and is recognized in the case of Wildenhus, 120 U. S., I, and expressly decided in Crapo vs. Kelly, 16 Wall., 610. See. also, in re Ah Sing, 13 Fed. Rep., 286. There is an additional difficulty in all these cases in the fact, that the county as well as the state lines of the several states, extend to the center of the lakes, and even if the particular state in which the crime is committed can be ascertained, it is often impossible to decide within what county the trial is to be had. So far as this state is concerned this difficulty has been partly, though not wholly removed, by a statutory enactment, giving common jurisdiction over lakes to certain counties upon their borders, but how far such practice obtains in other states, and in the dominion of Canada, I am not informed. So long as the laws remain as they are, crimes of the nature described in these proceedings must go unpunished, since offenders are not within the extradition treaty, even if the Canadian courts were willing to take cognizance of the cases.

But the henious character of the offense charged in this case does not deprive the petitioner of the benefit of his exception to our jurisdiction, and I am reluctantly compelled to order his discharge.

October 11, 1887.

The Wahnapitea the big lumber craft now doing service on Lake Superior in the lumber carrying trade is named after a river in Canada where its owners have large lumber interests, and was built in 1866 by the Emery Lumber Co., of East Saginaw, for carrying their logs from Green Bay to East Saginaw, a distance of 190 miles, at a small cost. Her length is 250 feet, breadth 54 feet, depth 11 feet 6 inches, flat bottom and square ended, with two hoisting engines, for placing logs upon the deck of this barge. She has not been used the present season for logs, but exclusively for lumber. She is commanded by Capt. Thos Kerr and towed by the steamer Favorite. Her log capacity is 500,000 feet, equaling 2,250,000 feet of lumber. Her sailing time to Tonawanda from Ashland is about 7 days. She is an excellent sea going craft, but carries no propelling engines, or even sails, except a small jib sheet. She is said to have attracted as much curiosity at the Ashland docks as the white elephant would have done.

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Eastward.	Arrive	Depart.
No 4. Fast Limited Express.....	*2 55 A M	*2 55 A M
No 8, N. Y. B & A Express.....	*8 30 A M	*3 55 A M
No 26, Elyria Accommodation.....	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 05 A M	†10 15 A M
No 24, Toledo Accom via Norwalk	†10 05 A M	†10 15 A M
No. 10, New York & Boston, "Flyer"	.....	*11 35 A M
No 12, N Y & B Fast Express.....	*2 20 P M	2* 45 P M
No 2, Night Ex via Norwalk.....	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky...	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express.....	*12 15 A M	*12 15 A M
No. 23, Cleveland Express.....	*2 15 A M	
No 3, Chicago Express via " ..	‡5 20 A M	5 35 A M
No 25, Mich Accom Norwalk.....	.....	†5 35 A M
No 21, Toledo Ex via Norwalk...	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky..	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk.....	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only...	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

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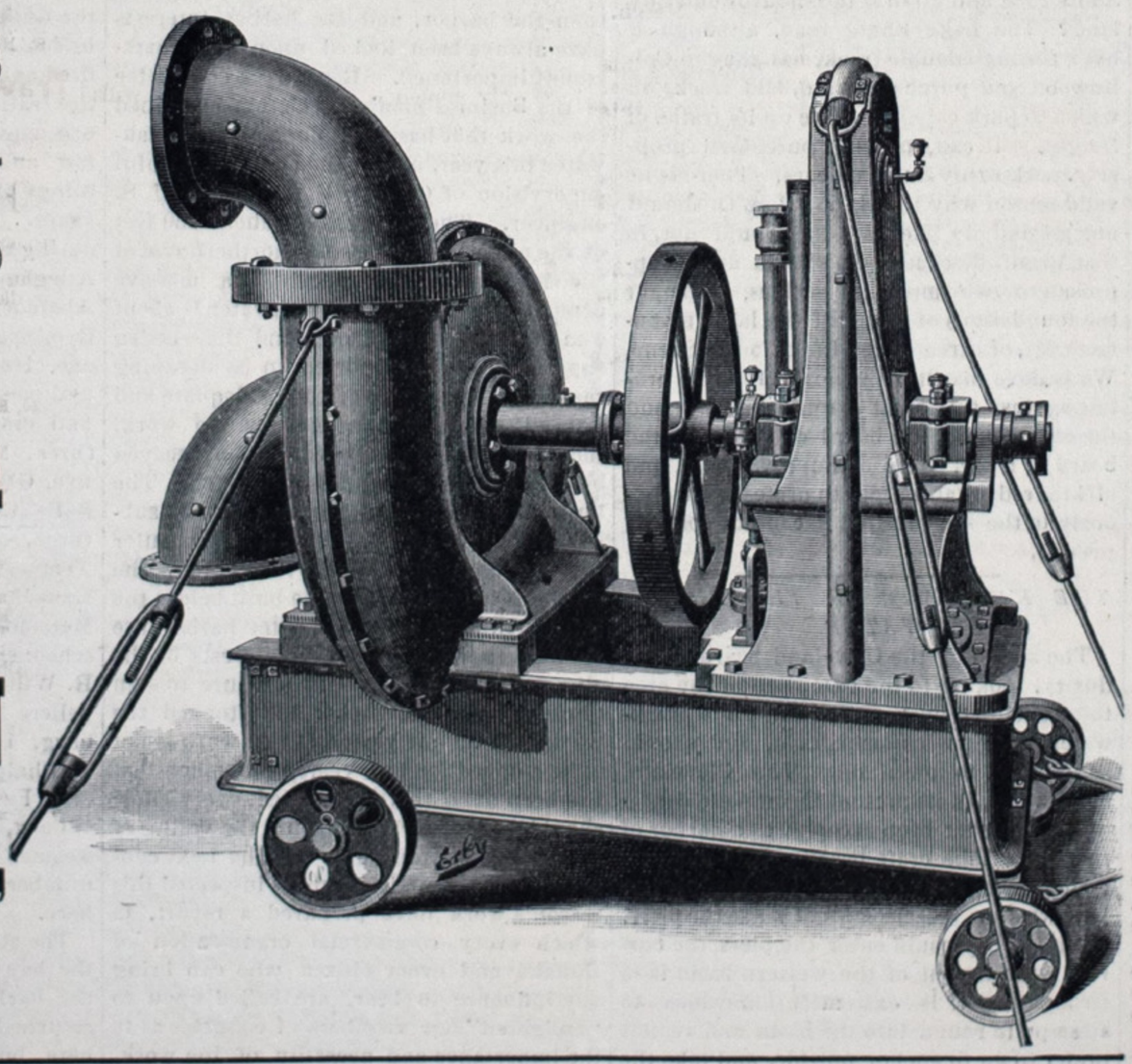

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

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CLEVELAND, O., THURSDAY, OCTOBER 20

THAT LOOP LINE.

There is not the slightest doubt but that the proposed grab of the N. Y., P. & O. railroad company, in gaining approval from the board of trade, in a series of resolutions, granting them the right to acquire, without cost, franchise to occupy several important thoroughfares for the laying of tracks thereon and of occupying them for purposes which they do not need, is well named the "loop line," and if the scheme prevails many of our largest manufacturing establishments will find themselves within the loop, and it is no extravagance to say that the city will soon become liable for thousands of dollars damages. We referred to this proposed steal last week, and the following letter, by Mr. Hubby, of the Powell Tool Co., to the *Cleveland Leader*, strikes a key note:

"I desire to call your attention, and that of your readers to some features of the proposed "loop line" that the N. Y., P. & O. R. R. Co. are asking permission to build on several much used thoroughfares of the flats in the vicinity of the viaduct. Our worthy board of trade recently passed a series of resolutions favoring this "loop line" on the grounds of giving increased facilities for handling ore, and to help retain that valuable trade for this port. In this I think they were misled, and looking only to the glittering bait presented to them, swallowed at once the whole series of resolutions. Had they reflected that the proposed loop line touches navigable water at no available point not already covered by said N. Y., P. & O. Railroad Co., and does not give them one foot of dockage for unloading ore that they do not already possess, they might have been a little slower in adopting a series of high sounding resolutions which really are of as much force as the Pope's bull against the comet.

"Let us consider the situation as it actually is. This proposed "loop" starts from the present tracks of the N. Y., P. & O. Railroad Co., near the old river bed, passes thence into Old River street, and around the corner into Elm street, and within one hundred feet of Willow street bridge, the only wagon bridge across the old river bed; thence along the great thoroughfare of this flat, Elm street, and on the northerly side of the same, close to many important factories, until West River street is reached, into which it turns under the viaduct, and proceeds along the same to and across Center street, within one hundred feet of the Center street bridge, a most important highway, thence up Detroit street hill until West River street is reached again, and the loop is completed by joining with the N. Y., P. & O. Railroad Co.'s main tracks there.

"In passing up Detroit street hill the grade must be reduced, and thus an excavated way must be made, reducing this important highway by at least one-half and entirely shutting out the Cleveland Shipbuilding Co. from the use of the street. Consider for a moment the interruption to teams using the Willow street and Center street bridges, and consider the situation of teams waiting the closing of the draws if caught between a passing train and the open abutments of the bridges. These places will be slaughter houses, and if the city allows this track to be put through will it not be liable for all damage so caused, and for lives lost there? With few exceptions all the manufacturers on Elm and Detroit streets are earnestly opposed to this proposed track; many claim it will cause them to abandon their costly plants and move elsewhere. Such concerns as the Cleveland Burial-case Co., Cleveland Stove Co., Theodore Kundtz, Powell Tool Co., Viaduct Foundry, and Cleveland Shipbuilding Co. earnestly remonstrate and protest against this great damage to their vested rights. Is it policy to drive out of the city such concerns as these, employing thousands of hands the year round, for the sake of allowing the N. Y., P. & O. R. R. to acquire these valuable thoroughfares to fill with cars and use as yard room—for this is what the railroad company wants these streets for in the main. It is much cheaper than to buy additional yard room and right of way. The N. Y., P. & O. already have a double track line to the ore docks, tracks sunk and perfectly safe, and by spending a little money two more tracks can be laid beside them, where they can run five times the number of trains they now run from the ore docks. Should they not do that rather than call upon the city to allow them to run their trains through much used thoroughfares and close to important bridges, to the great injury of property owners and manufacturers and to the great danger of all teams and foot passengers using these thoroughfares and bridges?

"Is it not time to call a halt in this giving away of streets to be mopolized by railroad companies? Have not the property owners who have paid for paving, curbing, and grading these streets some rights which the city is bound to respect?"

For the purposes specified in the resolutions of the board of trade the N. Y., P. & O. does not need this so-called loop line any more than a cat needs two tails. That company now has more facilities for getting its ore away from its docks than it has means of getting it out of the city. The double tracks of the company extend as far as the Standard Oil Works, possibly to Newburg, which is sufficient to accommodate them with parking room, which is probably what is sought for. The facilities of the company for getting this freight out of the city is limited to a single track. In addition to this the company has a double track from the docks on the old river bed through West River street to the foot of Pearl street, one of which is generally occupied by loaded cars which the facilities at present enjoyed by the company can not move out of the city. Then why does the company ask for a privilege which they do not need, but which will result in destroying our industries and streets, making jams at our bridges and blockading valuable works when they can not make use of any more of that franchise? We can not believe that the object is any other than to acquire property to be used as a car yard. But if it is the desire of the N. Y., P. & O. Co. to have more ground on which to park cars why does it not follow the example set by the Lake Shore road and go into the suburbs and buy land? The Lake Shore road, although it has a through double track, has gone to Collinwood and purchased land, laid tracks on which to park cars, and make up its trains of freight. It can, on this purchased property, park many hundred cars. There is no valid reason why the N. Y., P. & O. should not go and do likewise. It would not, in that event, blockade our streets at the approach to two important bridges, endanger the foundations of many of the large manufactories, or threaten the life of our citizens. We believe that it is the duty of all to protest against this vital wrong and call upon the city council, the board of industry, the board of trade, board of improvements, and all kindred organizations to protest so strenuously to the scheme that it can not possibly prevail.

THE EAST ARM OF THE BREAKWATER.

The action of the Cleveland board of industry, looking to the extension of the area to be enclosed by the east arm of the breakwater is highly commendable, and should be closely followed up. The Cleveland breakwater, in its present incomplete condition, has never been accepted as a harbor of refuge by lake craft because it is not protected from the northeast, and during violent weather vessels can not make the piers. Even if they could enter the piers the current running out of the western basin is so strong that it is extremely hazardous to attempt to round into the basin and vessels prefer to go to anchor outside, and take the chances of dragging onto the structure. At the same time, in case vessels should succeed in gaining entrance to the basin, there is not room for many to swing to anchor, and it is advisable that the new basin be made to extend as far as possible eastward, thus giving as much room as possible and the maximum of protection. The words of Captain George Gardner, then, before the board of industry, are full of wisdom. Mr. Gardner said:

"There is not a distinct harbor of refuge between Buffalo and the Detroit river, excepting the partially protected anchorage at the Islands. The government wisely chose the bay in which Cleveland is located as the proper location for such a harbor. It is almost half way between the two points named, and is a large marine center. What is now needed is enough protected area to shelter a squadron of the largest class of vessels. The extension of the outer structure of the proposed new breakwater will do this. The cost will be little when compared to the immense interests at stake and the protection to life afforded. The government has spent millions on the Mississippi river, largely in the interest of the land proprietors. The proposed change would also benefit us in this way by preventing washing away of the shore and the consequent land slides. The vessels always swing around with their heads to the wind, and a vessel, 300 feet long, riding at anchor, will take up considerable space, to avoid fouling with another craft at anchor. Considering this, the area contemplated for the new extension will not be adequate for a proper harbor of protection. The 'lay of the land' is such that the further east the breakwater is extended the greater is the natural protection against a northeaster. We must not go to sleep with our eyes wide open, but urge the extension with vim. It is impossible for me to too strongly urge the necessity of this improvement. Any one intelligently conversant with the marine interests of the great inland lakes, the possibilities for the further development of which may be enormous as compared with its present state, can not fail to see the signs for still greater prosperity to the marine and all other industries that necessarily go hand in hand."

Major L. Cooper Overman, U. S. engineer, in charge of the work, explained "that unless prompt action was taken the eastern arm of the breakwater would be built as is now contemplated, but that the contracts now pledged by the money on hand were for work that would not interfere with the change proposed by Mr. Gardner." He stated that anything which was done must be accomplished before the next appropriation for the harbor was made. "I think," he said, "that the change in plans as proposed, if found necessary, is of enough importance to warrant the business men of the city in pushing this matter. If you want the change made, the case must be presented to the engineering board and the secretary of war. It will probably be necessary to show the secretary by petitions and memorials that the change is necessary."

BUFFALO BREAKWATER.

The Buffalo Express says that the business men's association has turned its attention to the outer breakwater. It is one of the traditions of Buffalo that her prosperity sprang from the harbor, and the harbor interests have always been looked upon as of paramount importance. Recently a committee of the Business-men's association examined the work that has been done on the breakwater this year, under the able and faithful supervision of Captain F. A. Mahan, U. S. engineer. They found that about 250 feet of the old crib-work at the northern end of the breakwater has received a massive cement capping. The breakwater is about a mile and a quarter long, and the wooden superstructure is reported to be decaying rapidly. As a result of the inadequate and intermittent appropriations for the work, the northern end has grown old and decayed before the southern end is completed. The business-men's association has found a subject worthy of its best efforts. The outer breakwater but half fulfils its mission. The southern extension must be built before the full benefits of the great outer harbor are secured to the commercial interests of the city. President Cleveland's failure to sign the last river and harbor bill stopped the work here for one year. If that work is not to be stopped for two years, and much that has been done thereby wasted, every effort should be put forth to insure the voting of a sufficient appropriation by the next congress. The committee which inspected this season's work have prepared a report, in which every commercial organization of Buffalo, and every citizen who can bring any influence to bear, are called upon to "enlighten" our members of congress as to the importance and necessity of the work. There is little need, we presume, to "enlighten" Messrs. Farquhar and Weber on this subject. Their success in getting a large figure for Buffalo in the last river and harbor bill shows that they, at least, are not apathetic in the matter. What is wanted is that every judicious effort possible be put forth to obtain, during the coming session of congress, an adequate appropriation for the continuance of the work. The welfare of the commerce of Buffalo demands that the work go on, and it rests, therefore, with those most interested in that commerce to do all they can to protect it. The business men of Buffalo should see that the matter is forcibly presented to congress in its true aspect, as a case of urgent necessity.

THE proceedings of the waterways convention at Sault ste Marie, July 20th, last, will shortly be published in pamphlet form, under the auspices of the Duluth chamber of commerce. It will present in a striking way the urgent necessity of large appropriations at once for a new dock, to avoid seriously crippling the great and growing commerce of the northwest, and the intention is to have it reach all parts of the country, and direct public attention to the necessities of the situation. The expense of the pamphlet, which will be supplemented by maps, diagrams etc., is mainly borne by the Lake Carriers' Association.

LAKE FREIGHTS.

The tone of freights is steady and strong with an advancing tendency, and tonnage is in good demand. Quotations for the week closed as follows:

ORE.	
Escanaba to Chicago	1 00
Escanaba to Ohio ports	1 75
Marquette to Ohio ports	2.20
Ashland to Ohio ports	2.85
Two Harbors to Ohio ports	2 85@2.90
GRAIN.	
Wheat, Duluth to Buffalo	7½c
Corn, Chicago to Buffalo	5c
Wheat, Chicago to Buffalo	5½c
Wheat, Milwaukee to Buffalo	5½c
Wheat, Detroit to Buffalo	3c
COAL.	
Buffalo to Milwaukee	1.25
Buffalo to Chicago	1.25
Buffalo to Duluth	90c
Cleveland to Milwaukee	1.10
Cleveland to Chicago	1.25
Cleveland to Duluth	85c
Erie to Duluth	85c
Erie to Chicago	1.25
Erie to Milwaukee	1.25
Erie to Escanaba	75c
Sandusky to Ashland	1.00
Sandusky to Washburn	1.00
Sandusky to Milwaukee	1.10
Saudusky to Racine	1.10
Toledo to Ashland	1.00
Toledo to Washburn	1.00
Toledo to Duluth	1.00
Toledo to Milwauke	1.10
LUMBER.	
Bay City to Tonawanda	$2.75
Bay City to Ohio ports	2.50
Saginaw to Tonawanda	2.87
Saginaw to Ohio ports	2.50

[*Around the Lakes Continued from 1st Page*]

SAND BEACH.

Special to the Marine Record.

The past week has been the liveliest week in the history of this harbor, commencing with Sunday night. Captain Wagstaff had five consecutive days and nights without any stop for necessary rest, in attending to the duties of his position. During that time he looked after the interests of over one hundred and fifty different crafts, and gave entire satisfaction with but one exception; one steamer came in with two barges in tow, and because the skipper could not have things his own way, pulled out into the lake again. The following vessels sheltered here during the five days' gale: Benton and four, Allegheny and two, Burlington and three, Abercorn and three, A. A. Turner and three, Geo. Spencer and one, Oscar Townsend and one, Iron Duke and one, City of Concord and one, Missouri and two, W. L. Wetmore and one, Geo. King and two, Salina and three, M. Sicken and three, N. Mills and five, Glasgow and four, Passaic and four, Belle Cross and four, Mineral Rock and three, Sparta and one, Niagara and three, Tempest and four, C. H. Green and two, Lowell and four, O. W. Cheney and three, Metamora and three, Lincoln and one, and schooners H. A. Emery, Montmorency, E. R. Williams, Moonlight, Wm. Shupe, propellers B. W. Blanchard, Nebraska, Gettysburg, Don M. Dickinson, R. C. Brittain, L. Phalon, City of Mt. Clemens, E. K. Roberts, Fessenden, Stephen C. Clark, tugs O. Wilcox, Oswego, Champion, Jas. Hay, and steamer Flora. In addition to these a large number of small vessels also sought shelter here.

The steamer Iron Duke started out to cross the bay Monday, and after getting outside the harbor her boiler began to leak. She returned and attempted to repair the leak here, but was forced to go to Detroit and have a patch put on. Her consort, the Iron Cliff, stayed here during the gale until the return of the Iron Duke on Friday.

Thursday morning the steamer Flora struck bottom while backing out of Port Hope, unshipped her rudder, and twisted her shoe. She returned to the harbor and

tried to repair the damage here, but had to go below to a drydock, in tow of a tug.

LUFF.

CHICAGO.

Special to the Marine Record

The splendid new steamship Frank L. Vance, recently built by Radcliffe at Cleveland, visited this port for the first time on Thursday last. She arrived at 6 a. m., light from Milwaukee, where she had delivered 2,302 tons of coal which she took on board at Buffalo. Her draft of water being 14 feet 7½ inches forward and 15 feet 9 inches aft, entitles her to the reputation of being the largest carrier of her size on the lakes. Her engine, built by Trout, of the King Iron Works, Buffalo, works splendidly, and brought her along at the rate of 10 miles per hour, on from 90 to 95 pounds of steam. She is one of the handsomest boats that ever entered Chicago harbor. Her cabin fittings are most elaborate, and she has the American Ship Windlass Co.'s steam windlass. She left Chicago Saturday night last with 81,903 bushels of corn, drawing 14 feet 5 inches forward and 16 feet aft.

At Miller Bros.' shipyard the barge Archie was in drydock and had her bottom calked; the schooners Topsy, Maid of the Mist, Australasia and Rosabelle to have leaks stopped; the tugs Rebel and Flossie Thielcke had lines taken out of their wheels; the steamship Oceanica received repairs to her shoe; the steamship B. W. Blanchard is having her bottom calked and repairs to her starboard arch; the steamship Rochester is receiving a thorough recalking; the tug Kitty Smoke is having her cabin repaired; the schooner Thomas Hume received a new boom.

Henry Bloecker, of Grand Haven, marine engine builder, was in Chicago this week, and contracted with S. K. Martin, owner of the steambarge City of St. Joseph, to build for her a high pressure marine engine 24 by 28. He is building a similar engine, 24 by 26, for the steambarge Tempest, and one 24 by 26, for a steambarge building at South Haven by John Bartel for Henry Williams who formerly owned the steambarge City of St. Joseph.

The little schooner C. J. Roeder stripped off her canvas, on her arrival Monday, as her owners found that she could not make any money at the tug and dock wollopers' rates now enforced.

The steamer Ivanhoe was libeled last week by the Chicago Drydock Co. for $141.

The body of Captain John Curran, lost when the schooner Havana went down, was found on the beach at St. Joseph last Thursday, and was brought to Chicago to be buried. The body of John Morse, the steward, was also recovered.

The schooner Col. Ellsworth, which was recently ashore near Alpena, is undergoing repairs at the Chicago Drydock Co.'s dock. She will receive 40 feet of new keel, new garboard strakes, and some new bottom plank.

The steamship City of Rome cracked the cross beam of her engine when coming down the river on Sunday last and is being delayed for repairs.

Grain freight went up on Tuesday to 5½ cents on wheat and 5 cents on corn to Buffalo.

Captain Gunderson, owner of the schooner Carrier, received a telegram from Montague stating that his vessel struck the pier there and stove in her side. She will be towed to Grand Haven for repairs.

At the Chicago Drydock Co.'s shipyard the propeller Argonaut was in dock for a new wheel and some calking; the barge Guiding Star for bottom calking; schooner Col. Ellsworth for a general overhauling and recalking; the schooner Eagle Wing for recalking; the steambarge Michael Groh to have a leak stopped; the schooner Evaline received new windlass bits; schooner Evra Fuller received new windlass and some calking; steambarge Fayette a new mast; the schooner Willie Loutitt a new cathead; barge Newcombe and schooners Andrew Jackson and Lavinda had top sides calked; schooners Laura and York State and propellers City of Rome, Jay Gould, J. L. Hurd, and City of Traverse received minor repairs.

On her last trip the schooner Ellen Williams, Captain O. Swanson, made the run from Chicago to Sturgeon Bay canal, 202 miles, as the crow flies, in 16 hours and 45 minutes. She had to make two tacks, close hauled, between Two Rivers and the canal. Captain Swanson says he made 35 miles in the first two hours after he left Chicago.

The schooner S. Thalia, while trying to make the harbor Sunday, went on the beach ten rods north of the pier. Her crew was taken off by the life-saving crew.

The hull of the old schooner El Tempo, which for several years has served as a bum boat, was destroyed by fire Sunday, a crowd of boys having kindled a fire in the hold. Thirty years ago when the El Tempo was launched she was one of the finest vessels on the lakes, and it is said that she has brought a greater number of cargoes to Chicago than any vessel now afloat.

The owners of the propeller John F. Eddy and barge J. F. Shaw have brought suit against the Silver Creek and Morris Coal Co. for $1,000 damages, for detention of the vessels named, in September, at the company's docks. The plaintiffs also claim freight charges on 84 tons of coal which the defendants loaded or pretended to load at Buffalo, but failed to account for in the discharge of the cargoes here.

While the schooner North Star was being towed out of the harbor the tow line parted and she swung across the river, her jibboom wrecking the pilot house of the tug Kittie Smoke. The tug's whistle was raked off, and to avoid being scalded by the escaping steam the captain and deckhand jumped overboard. Both were rescued.

James Davidson, Bay City big shipbuilder, was in Chicago this week, on business connected with his establishment.

George Brewer has succeeded Captain McDonald, of the V. O. T. Co.'s tug E. P. Ferry, and Andy Wilson has assumed command of the tug Thomas Hood.

It is likely that the idea of rebuilding the scorched propeller A. D. Hayward for the passenger trade between White Lake and Chicago will be abandoned, and that a new steamer will be built.

The Chicago board of marine underwriters has made the following schedule of rates on grain, to go into immediate effect: To ports on Lake Michigan, 50 cents; on Lake Superior, $1: Port Huron, Sarnia and Detroit river, 85 cents; Georgian Bay, $1; Lake Erie, $1; Lake Ontario, $1.25; Ogdensburg, $1.35; Montreal, $2.50. The rate to Ogdensburg is increased 25 cents; to Ontario ports, 20 cents; to Lake Erie ports, 15 cents; Port Huron, Sarnia and Detroit river, 10 cents Lake Superior, 15 cents.

James Charnley has purchased a two-thirds interest in the propeller John Otis, of Otis, Johnson & Trumbull, of Grand Haven. Saugatuck parties have bought the remaining third. The consideration is private.

Mr. Davidson, of Bay City, has arranged with Chicago and Detroit parties to go ahead with work on a steamer which is to be 285 feet keel, 40 feet beam, and 22 feet in the hold. She is to be out in June, 1888.

WILLIAMS.

DETROIT.

The barge N. P. Goodell, with a cargo of lumber, sprung aleak and sank near Bar Point on Friday night. The tug International, with a wrecking outfit, has gone to see if she can be raised.

It is now thought that there were seven men lost with the tug Orient, on this lake, the seventh man, whose name has not been heretofore known, being Thomas Genow, from near Marine City. He was nineteen years old and was employed as a deck hand.

The tug Porter has released the schooner D. S. Austin and taken her to Port Huron for repairs.

The schooners G. J. Boyce and W. H. Oades load 3 cent wheat at Detroit for Buffalo.

A strike among the riggers employed in the sail lofts here occurred Friday. The riggers were receiving $2.50 and demanded $3 per day. After some little delay the employers conceded the advance asked and the men returned to work.

Sale was made Monday of the schooner Typo, 319 tons. She was sold by James Parlin, of Saginaw, to Mr. John Dumas, of Detroit, for $8,000.

Early Sunday morning the steamer Susquehanna, drawing 15½ feet, ran hard aground at Grosse Pointe near the lightship. During the whole of the day the crew were engaged in shifting her cargo, hoisting barrels out of the forward hatch and rolling them aft in the hope of floating her. Their efforts were unsuccessful, however, and a tug and lighter was sent up Monday morning to release her.

PORT HURON.

Love & Schofield will build a large marine boiler for Craig & Son, of Trenton.

The steamer Saginaw that transferred cars across from the C. & G. T. R. R. depot to Sarnia for years, is now in the wrecking business on the upper lakes.

The schooner Garibaldi, which ran ashore near Port Elgin about a week ago, has gone to pieces and is a total wreck. The vessel was owned early in the season by Mr. Finlay McGibbon, but was lately sold to Captain Muir, of Port Huron.

COLLINGWOOD.

The steambarge Manhattan, loaded with coal from Toledo, went ashore outside of the harbor Tuesday night, through a mistake of her captain. She is still aground, although tugs are trying to take her off.

BUFFALO.

The tug John Johnston was launched on Saturday. She is about the size and build of the Buffalo, late of Hand's line, of which she is to take the place. She is 76 feet long, 17¼ feet beam, and 9½ feet hold. Her engine is 20 by 22, and her boiler 17¼ by 13 Captain Patrick Lynn will sail her and D. Mahoney will go as engineer. She will be ready to enter the line this week for regular business, and she will make an addition to the harbor fleet second to none of the present craft.

Captain John Van Alstyne, of the schooner W. I. Preston, one of the oldest on the lakes, was taken seriously ill, and leaving his vessel in command of Mate Maguire, left for his home in Oswego.

The Western, Anchor, Union and Lehigh Valley lines have arranged with Contractor Dunbar to keep a light boat located at each end of the Limekiln crossing for the rest of the season.

Ground has been broken for an addition of about 120,000 bushels to the Evans elevator and work will be pushed rapidly. The present Evans elevator stands on the foundation of an old warehouse that was burned about twenty-five years ago, part of the new structure being built soon after the fire, and the remainder some years later. The Bennett elevator was built about the same time on the ruins of the old Dock elevator which was burned not far from the time when the structure on the site of the present Evans elevator was destroyed. The addition now going up will be placed on the foundation of the burned warehouse, which is found to be in good condition,

TOLEDO.

Special to the Marine Record.

Union men took the crew off from the barges Pelican and Godfrey; but they were got aboard again by their captains and left Tuesday.

The tugs American Eagle and Spinney are now in Enright & Hardy's line, giving them the four largest tugs in the harbor. They are called the Big Four.

The two iron canal boats, to be used for carrying oil from Lima, O., to Cincinnati, arrived Sunday, in tow of the Roanoke.

The tug Andrews broke her wheel and went to Detroit Monday to go into drydock for a new one.

The Sandusky tug Bennet was in drydock here this week to get a leak stopped.

Cleveland and Huron parties are here looking for a location for a shipyard. A better place could not be found on the whole chain of lakes.

Captain Geo. V. Sage is now master or the tug T. M. Moore. J.

WINNIPEG.

The yacht Nettie, which left Jarvis Island, Lake Superior, for Port Arthur last Thursday was undoubtely lost in the storm which followed. The rudder of the Nettie was found near Mutton Island. She had a crew of six, viz., Mr. Murray, of London, England; Mr. McLannon, of Port Arthur; Mr. Fox and son, Fort William, and two Icelandic sailors.

ESCANABA.

The schooner Riverside ran ashore on Pilot island (Death's Door) Saturday night. Her stern is in two and a half feet of water. Her bottom is all gone, and she will be a total wreck. She was bound light from Sheboygan to Escanaba. The captain and part of the crew came here in a yawl. The schooner Riverside is owned by Enright of Toledo and insured for $7,000 in the Phœnix. The Riverside, 294 tons, was built at Oswego by Miller in 1870 and rebuilt in 1882, valued at $9,000 and classed A2.

PORT COLBORNE.

The schooner Rutherford, which was reported lost last week, arrived here all safe Sunday morning. She had been lying at the head of the lake waiting for the steamer Colvin to tow her down.

EAST SAGINAW.

The owners of the propeller C. H. Green have sued the John Spry Lumber Co. of Chicago for $25,000 for damages sustained in the detention of the boat by tying her up at the Sault on a libel for running into a raft belonging to the company.

MACKINAW.

The propeller Clyde of the Lehigh Valley line, arrived here at one o'clock Sunday morning leaking. She struck a rock near Waugoschance, carrying away her forefoot and otherwise staving her up forward, so that they were obliged to jacket her to reach here. The tug Leviathan's diver went to work patching her up. She is laden with oats and wheat. It is not thought that the cargo is damaged any yet.

MINORVILLE.

As yet nothing definite has been done regarding the schooner Riverside, which is on the northeast reef of Pilot island. No arrangements have been made as far as known, but it is thought that a wrecking party from Escanaba will go to her assistance.

CAPTAIN JAMES MILLEN, of Detroit, vice president of the Lake Carriers' Association, has been requested to direct the attention of the proper government authorities at that city, to the large number of vessels which have grounded, of late, near Grosse Point, and the necessity of improving the channel there.

THE "GRIP SAILOR'S" RECEPTION AT THE POLICE STATION.

"From whence came you?"

"From a town down the river, to the west, called Atchinson."

"What is your business here?"

"To learn to subdue my appetite and sponge my living from an indulgent public."

"Then you are a regular tramp, I presume."

"I am so taken and accepted wherever I go."

"How do you know yourself to be a tramp?"

"In seeking food, by being often denied, but ready to try again."

"Will you be off or from?"

"With your permission I'll be off very quick."

"Of what are you in pursuit?"

"Work, which, by my own endeavors and the assistance of others, I hope I shall never be able to find."

"Where were you made a tramp?"

"In a regularly organized country, where only the rich enjoy life, and the laboring man was considerably below par."

"How were you prepared to become a tramp?"

"By being divested of everything I possesed of value, reduced to poverty, and thrown upon the world, barefoot and hungry."

"How gained you admission to this town?"

"By the assistance of a tie-pass over the Missouri Pacific."

"Had you the pass?"

"I had it not; my chum had it for me."

"Wither art thou traveling?"

"As soon as I get out of your clutches I'll journey eastward, and that, too, at a lively pace."

"On entering this town how were you received?"

"On the end of a policeman's billy, applied to my naked off ear, which was to teach me that, as the ear is the most tender organ in cold weather, so might the recollection thereof ever be to my mind and conscience should I again attempt to enter a strange town without the necessary money to pay for a night's lodging."

"What did the policeman say to you?"

"He asked me: 'Who comes there?'"

"Your answer?"

"'A poor, weary traveler, who has not tasted food for days, and though he is short of funds, he is long on walk, and will travel many blocks further upon the assurance of being able to encounter a free lunch.'"

"What followed?"

"I was directed to wait with patience until the city marshal could be informed of my deplorable condition and his answer returned."

"What answer did he return?"

"'Let him enter the station and we will endeavor to feed him and permit him to work out his board bill in the workhouse.'"

Here the police officer discovered that he and his ragged partner had an audience, and the "peace-keeper" murmured, as the two moved on:

"That's a gripper; let's go."

THE MOST INTERESTING MARINE NEWS,

Concerning directly every sailor after navigation closes is how most advantageously, to invest his hard-earned money. Flannel garments being mostly wanted before any other, to give the body an equal temperature, and absorb the perspiration, it becomes necessary to purchase pure woolen fabrics. We, the unersigned, Kohn & Co., of Boston Dry Goods Store, 213 Detroit st., near corner Pearl, Cleveland, O., established since 1866 in this city, have made the manufacturing of *Flannel, Cassimere, Waterproof Shirts*, scarlet *Undershirts* and *Drawers* a specialty, to be sold direct to consumers. Therefore, we are *the only Retailers* in this city who make genuine *home-made Shirts*, 52-inches wide, 36 to 40 inches long, extraordinarily well sewed, or make them *to order* according to the taste of the Customer *without extra charge*. Remember this! We are also constantly prepared to meet the wants of the Vessel trade in the supply of *Comfortables, Blankets, Table linens, Sheets* for bunks, *Pillow-cases, etc.* or any necessary equipments for bedding, which we also *sew to order at shortest notice*. The *Custom merchant tailoring department* connected with our establishment, and conducted by our son, Jos. L. Kohn, a tailor and cutter, furnishes the nobbiest *Dress, Evening or Business Suit* from $8 to $10 less than any merchant tailoring establishment, for he saves the expense of *extra Rent* and the employ of an *extra cutter*—all done to advertise himself. Kohn & Co., 213 Detroit st., near corner Pearl.

CATARRH CURED.

A clergyman, after years of suffering from that loathsome disease, Catarrh, and vainly trying every known remedy, at last found a prescription which completely cured and saved him from death. Any sufferer from this dreadful disease sending a self addressed stamped envelope to Professor J. A. Lawrence, 212 East 9th St., New York, will receive the recipe free of charge.

The anxiety of vessels to get dispatch just now is so that they can make three trips to Chicago yet this fall.

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Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

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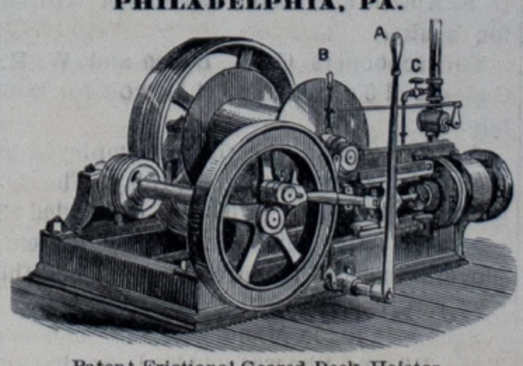

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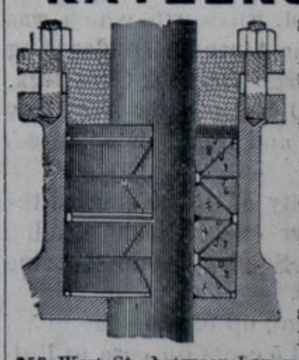

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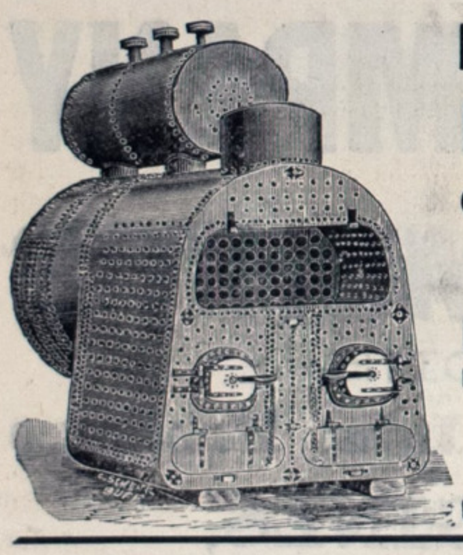

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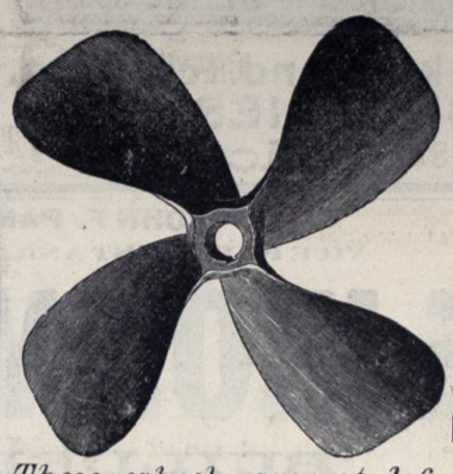

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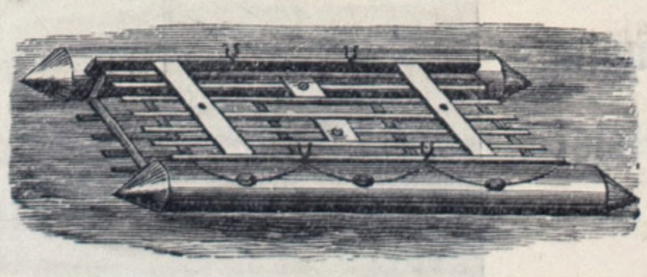

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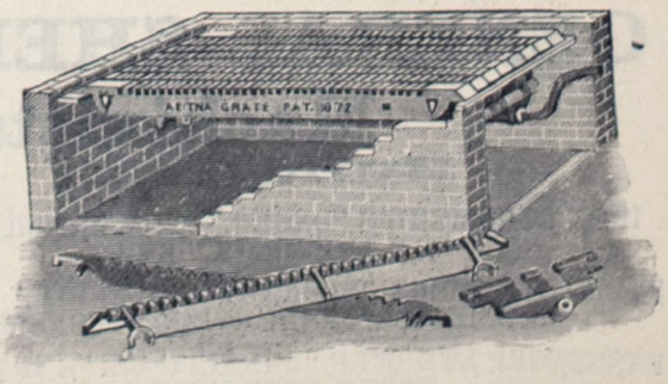

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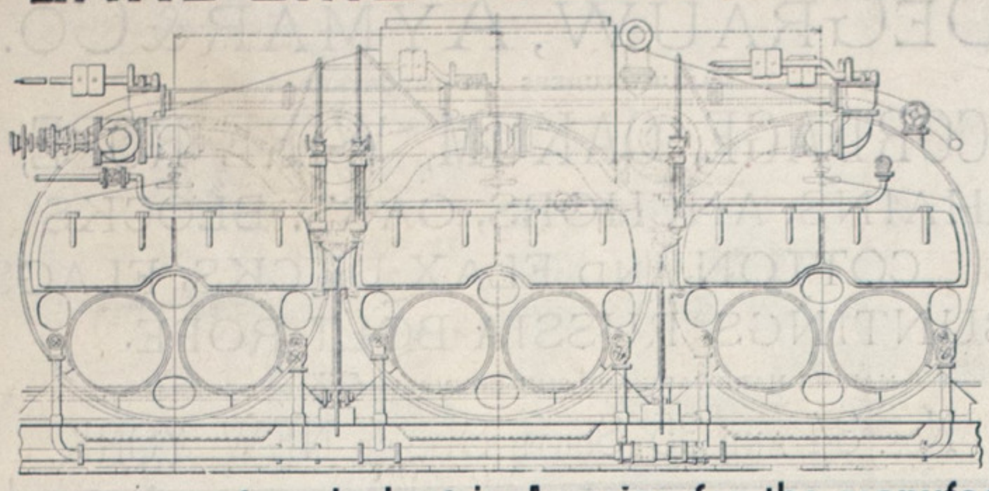

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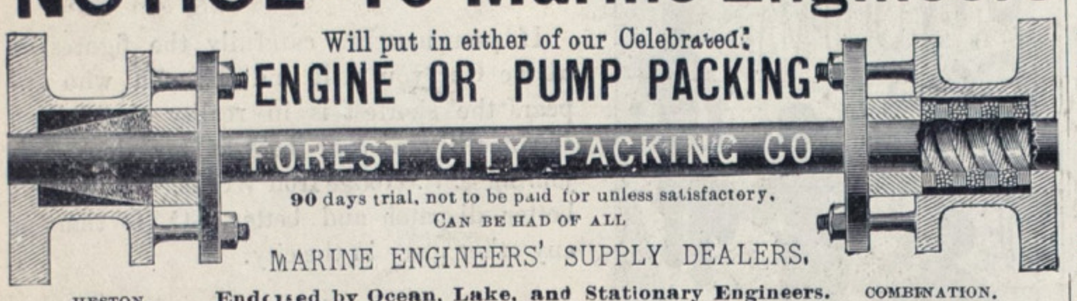

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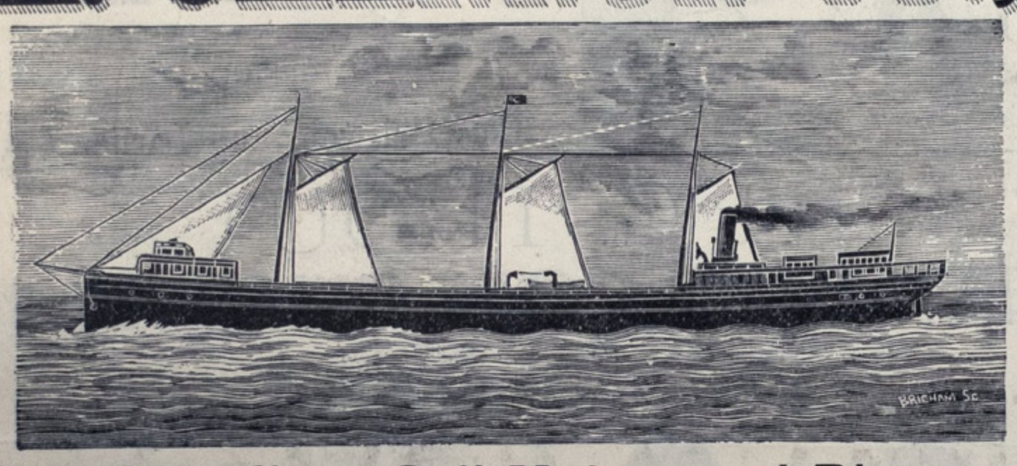

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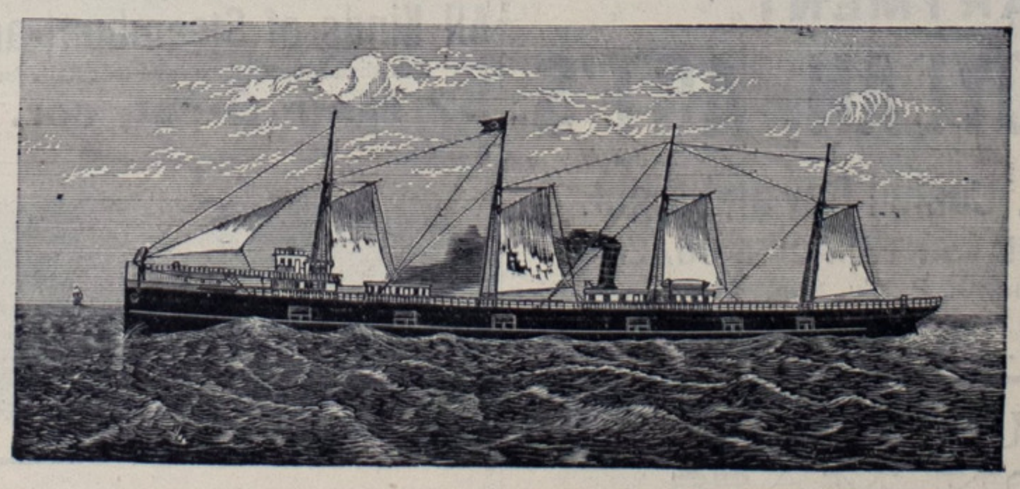

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